#### THE RAILROADS.

An Address by One of the Railway Officials.

From Their View Point and Situation.

LOOMIS VOICES

Before the Convention of Newspaper Men.

Refers to Senator Bristow's Speech About the "Alton."

Topeka has always been fond of N. H. Loomis. He is a clean-cut, con clentious, capable railroad attorney His promotion in railway circles has been notable and worthy.

His last elevation made him general counsel of the Union Pacific Railroad company with headquarters at Omaha, compelling him to give up his home in this city of his many friends and long time residence. While deploring his loss as one of her citizens, Topeka is proud of his

His training has been essentially that of a corporation lawyer, but as his service is for the railroads, he his service is for the railreads, he service is for the railreads, he service them with his best efforts.

Senator Bristow said last night:

"If I can serve the people as well as the controlling factors in determining built by that time.

"If I can serve the people as well as the controlling factors in determining built by that time.

## SCRANTON WOMAN MAKES RE-MARKABLE DISCOVERY THAT

PROVES TO BE A GREAT

AID TO BEAUTY Broad Minded and Liberal, She Off to Give Particulars to All Who Write Absolutely Free



replies she is receiving dully, people are not slow at taking advantage of her generous offer.

It comes as a surpress that the discovery should be made by a modest little woman in Scranton, when our larve cities are foll of beauty doctors and specialists who have sought in vain for a treatment that would turn back the clock of time and place the innerint of youth on the fast-feeting footsters of are, but far more surprising is the fact that she is to remain where she is.

In speaking of the discovery she said:
The scaking of the said construction was very rapid but was practically stopped by the panic of the roads continuing to push weetward, and she will see of any discovery she said:
The scaking of the said construction was resumed.
The scaking of the said construction was resumed.
The scaking of the said construction was resumed.
The scaking of the said construction in the United States: this includes a large mileage in Kansas.

The scaking of the said construction in the United States: this includes a large mileage in the United States of the said constructed in the United States of the s



N. H. Loomis, Formerly of Topeka, Now of Omaha, General Counsel of the Union Pacific Railway Company.

Series them with his characteristics. Series of such great power.

"It as I believe the newspapers are series of such great power.

"It as I believe the newspapers are stressed or altroads of standard and the cream-standard and the greatest purchasers of the comparison of the whole popole and all other continuation of their case, so here it is:

"In the comparison of the cream-standard and the cream-standard a

signer of the Declaration of Independence on ISSO it had it miles open for traffic. The total radical milesage in that pear was 21. In 1846 the revenues of the Kanada and any body of men. I care not with the period from 1846 to 1850, the Industrial development of the country was allowed from 1846 to 1850, the Industrial development of the country was allowed by the radical milesage intra-secret of beauty. For centuries past of 1860 radical contrast women have realized that whickles not only made them fools much object than they cannot be done in a day, and any body of men. I care not with in 1858 the revenues of the Kanada any body of men. I care not with the period from 1840 to 1850, the Industrial development of the country was allowed from 1840 to 1850, the Industrial development of the New England states. Only three important lines were started by the first of the middle west during this decade. From 1850 to 1860 radical contrast women have realized that whickles not easily made them fools much object than they beauty, and with ceaseless efforts they beauty, and with ceaseless efforts they have sought to star the hand of time. Knowing that the homely woman with deep lines and furrows must find fairly well the effect of the Mississippi river, with a few lines extending short distances beyond an analy body of men. I care not with In 1858 the revenues of the Kanada any body of men. I care not with In 1858 the revenues of the Kanada any body of men. I care not with In 1858 the revenues of the Kanada any body of men. I care not with the real from the therefore as all that extended so of them were enabled to pay dividends on their stock.

Can Live

On Easy Street

On Easy Street

The old days of ceoking contraction was not unlike that the wink in the period were held to be unconstituded. In 1850 the revenues of the Kanada any body of men. I care not with the real from the therefore as all there were enabled to pay dividends on their stock.

In 1850 the revenues of the Kanada any body of men. I care not with the r which robbed them of this most valuable charm. The homely woman with deep lines and furrows must fight an unequal battle with her younger and better looking sister, many resorted to annoying and even dangerous experiments trying to regain their former vouthful appearance. This new discovery, however, will do away with all these rush measures as the treatment is harmless and simple. It is said that aside from banishing wrinkles in from one to three highls it is a great side to beauty, making the sam soft and velters and beautifying the complexion. Many who have followed Miss fillison's advice look from five to twenty years younger, and judging by the number of replies she is receiving daily, people are not slow at taking advantage of her senerous offer.

It comes as a surceise that the discovery should be made by a modest little woman in Scranton where and indeed the same comparison. On May 9 1865, the Union Pacific and Central Pacific railroads were united in

ed, crisp, tempting, golden-

## Post **Toasties**

sulting in the passage of numerous laws in practically all the states of the Union, the tendency of which was to curtail, their revenues, increase their expenses and seriously em-

But there were other embarrass-ments which followed in the wake of prosperous times. The volume of traffic increased so rapidly that a practical rebuilding of many of the roads was necessary. More main and side tracks were needed, larger ter-minal facilities and more continminal facilities, and more equip-ment. In the economical operation of the railroads it was found necessary to haul longer trains. This necessitated larger locomotives, heavier rails, more substantial road-

heavier rails, more substantial road-beds, stronger bridges.

From July 1, 1898, to June 30, 1908—ten years—the Harriman lines, including Union Pacific, Southern Pacific, Oregon Short Line and Oregon Railroad & Navigation com-pany, expended for hetterments the sum of \$118.408,304.70. In addition there was expended for new equip-ment the sum of \$35,009,000, making a grand total of \$148.408.304. Impossible to Secure Railway Material

Impossible to Secure Railway Material
So great was the demand for rallroad material, during the period
referred to, that the factories of the
country, were overtaxed and it was
impossible for them to fill orders on
time. A delay of six months or a
year in the furnishing of supplies
was the rule, and in many instances
it was absolutely impossible to get the
tags delay

Tax Basis Above Their Capital.

Railroads Not Unjustly Criticized.

Far be it from me to claim that railroad managements were not justly subject to criticism and that regula-tive measures were not necessary or

As long as railroads are operated by human beings, their management is subject to the errors and mistakes common to mankind, and perfection cannot be expected. But the extreme hostility exhibited towards them durated towards them.

A near was the hereitory from which the most head of the situation, but the most head and one was the third revenues. It was about this time the most head of the situation of the state of

been given, and the practice has been or, as it is also known, indigestion, discontinued. No one was more anxious to stamp out the custom than the in the field also finds himself a victim for so many years with respect to your tax laws. It was well known that all property should be taxed at its actual value in money—but such was the force and power of custom that no-body obeyed the law—not even the officers whose duty it was to enforce it -not even the courts. A large majority wanted to observe the law if their eighbors would do likewise. But they ould not trust or control their neigh-ors, and they continued in the same id way until proper and wise legislation changed conditions. The same was true of the rallroads and the rebate. The rajlroads have been greatly benefited by a strict enforcement of the statute and are now able to collect their tariff rates. And it must be remembered that shippers were very largely responsible for the rebate prac-tice. They demanded lower rates as a condition of giving their business to railroads soliciting it, and all sorts of excuses and devices were used by them in establishing the custom and thereafter maintaining it. I imagine that there were but few large shippers who were innocent of all attempts to cause allroads to violate the law.

Capitalization Misunderstood. Another grievance which has been successfully used time and again for the purpose of stirring up resentment against the railroads is the matter of over capitalization or watered stock. No subject is more thoroughly misun-derstood than this one, and a candid examination of the question should be ade by all searchers after the truth.

After all their lean years full of struggle and adversity the rallroads feit that they were entitled to generous treatment and a reasonable share of the prosperity with which the people were blessed.

Struggles Which Brought Abuses.
But the rapid construction of rallroads and the struggle for business necessary to maintain them, had brought in its train certain abuses for which the rallroads were only in part responsible, and without giving part responsible, and without giving beyond a reasonable rate of interest on Struggles Witch Brought Abuses.

But the rapid construction of rallroads and the struggle for business
necessary to maintain them, had
brought in its train certain abuses
for which the rallroads were only in
part responsible, and without giving
them a reasonable time to work out a
satisfactory solution of the problem,
public complaint, criticism, hostility
and open denunciation followed in
rapid succession, and in the latter
part of 1966 a storm of unsurpassed
violence broke upon the rallroads, resulting in the passage of numerous
laws in practically all the states of
the Union, the tendency of which was
in connection with the purchase of in connection with the purchase of bonds. But for this practice many of barrass them in the operation of their properties. The intense feeling of hostility which existed at that time has to a very large extent subsided but has not entirely disappeared.

But there were other embarrassments which followed in the wake of prosperous times. The volume of to 25 cents by a 19 per cent assessment, traffic increased so rapidly that a many of the spatiant relationship of many of the spatiant relationship of many of the spatiant relationship of the sound not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been built to this day, and the development of the west would not have been retarded many years; and it must be remembered that stock soli today for 25 cents may 90 days hence be selling above par. Union Pacific in at 15 cents, was increased to 25 cents by a 19 per cent assessment, and is now in the neighborhood of \$1.80. the important rallroads of the country "Railroads Not Overcapitalized Now."

Whatever the past may have been, the fact remains that the railroads of today, taken as a whole, are not over capitalized. If you will bear with me a a moment while I give you a few figures I believe I can demonstrate the correctness of this statement.

According to Henry C. Adams, statis.

correctness of this statement.

According to Henry C. Adams, statistician of the interstate commerce commission, the interstate commerce commission, the mileage of railroads in the United States on June 20th, 1906, was 216,593 miles. After deducting securities of one railroad held by another, the total capitalization of the railroads of the United States, including stocks and bonds, was \$12,585,450,554, or \$58,066 per mile. The commercial value of the railroads of the country, estimated by Mr. Adams as of June 30th, 1904, two years earlier, is \$11,244,852,000. Using the formulae of Mr. Adams, and taking into consideration the business of 1905

time. A delay of six months or a market value as shown by the quoted was the rule, and in many instances it was absolutely impossible to get the material at all. I recall a long delay in the construction of a branch line because of the liability of the company to get spikes. Everything its was ready, but for the want of spikes the construction of the road had to wart.

It was also impossible to get a spikes beerything its was ready, but for the want of spikes the construction of the road had to wart.

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It was als

To throw another side light on the

Belgium, \$166,000, or nearly 3 times

#### Cures Dyspepsia; Trial Is Free

It is a popular mistake that only wealthy people who eat rich and highly spiced foods suffer from dyspepsia, or, as it is also known, indigestion. The laborer in the street, the worker in the field also finds himself a victim of this disorder. Among the very Tablet After Each of Them.

A TABLET DIGENTS A MEAL When digestion is perfect the fluids was under no obligation to pay them unless it had the money to do so, and nobody could complain about it other their work speedily and well. When the digestion and dyspepsia are pregreatest sufferers from it are women. Dyspepsia is indicated by a constant feeling of laxiness, by loss of appetite and troubled sleep, by sour stomach and dis-tress after eating, by bad complexion and



any medical advice, write to the doctor, and he will

### A Prominent Kentucky Woman

Says Peruna Ought to Be in Every Home.

Once an Invalid, Now a Well and Happy Woman.

Thousands of Mothers Can Tell a Similar Story About Peruna.

> "I Feel That This Remedy ought to be in Every Household, for it is a Blessing to Suffering Human ity."

MRS. WILLIAM C. MOORE.

Mrs. William C. Moore, Mt. Sterling, Ky., writes:: "It gives me great pleasure to recommend Peruna to those suffering with catarrh.

"I had catarrh of nose so badly my hearing had almost left me. I was miserable, both to myself and those around I had tried many physicians and medicines, but without success. I felt that my health was

"But after using two or three bottles of Peruna I began to improve, and after taking ten bottles my hearing was restored, my catarrh cured and I am now enjoying the best of health.

"I feet that this remedy ought to be in every household, for it is a blessing to suffering humanity."

compare the capitalization of American and European roads:
United States, \$58,000 per mile.
British, \$272.291 per mile, nearly 41/2 debtedness of the company which matured within a couple of years and bore interest at the rate of 5 per cent or interest at the rate of 5 per cent or interest at the rate of 5 per cent or interest at the rate of 5 per cent or interest at the rate of 5 per cent or interest at the rate of 5 per cent or covered.

The appointment of a receiver in dissolution was appointed. The appointment of a receiver interest at the rate of 5 per cent or covered.

The appointment of a receiver in dissolution was made necessary in order that the circuit court at ties in lieu thereof bearing a less rate of interest. The finances of the com-pany were thereupon reorganized, and LINCOLN MEMENTOES.

paid on the common stock.

The average interest and dividends for six years, December 31, 1834, to December 31, 1839, was \$2,260,250,72, making an annual saving by recapitalization, year 1986, compared with average for six years, 1894 to 1899, of \$351.945.41.

Dysorosia is indicated by a constant feeling of latiness, by loss of appetite and troubled sieen, by sour stomach and direction of latiness, by loss of appetite and troubled sieen, by sour stomach and direction in the latiness after eating, by bad completion and troubled sieen, by sour stomach and direction which dysophiles have been using the investment of moneys in the trouble than Dr. Caldwell's Syrup Persia, which dysophiles have been using the investment of moneys in the rouble than Dr. Caldwell's Syrup Persia, which dysophiles have been using the investment of moneys in the rouble of Barlao, Ia. of dysophiles and sour stomach that he had had fee forty years of Barlao, Ia. of dysophiles and sour stomach that he had had fee forty years of Barlao, Ia. of dysophiles and sour stomach that he had not feet forty years or until the hocky day that he heard of large amounts in the summand of the many. But it is not expensive to be curred with the heaterment of the railroads and you now meed the heaterment of the railroads and you now meed the heaterment of the railroads and summand the heaterment of the railroads and the railroads to statemen whose theoretical experience is very large and development and using their best called to see the collection of your railroads to statemen whose theoretical experience is very large the large the power to regulate should not be attended to the power to regulate should not be attended to the state to be come their general managers? And does not stripe. It is the great children to constitute the railroads, but I submit that the power to regulate should not be a cleasant to the tasts, acts greatly and does not stripe. It is the great children to constitute the

Receiver for Guaranty Company, to the doctor, and he will Chicago, Feb. 1.—E. A. Potter of the honest man. They sell for 50c per answer you fully. There is no charge for this service. Len appointed receiver for the American Trust & Savings bank has been appointed receiver for the American and we will send rou a trial package by mail free. Address F. A. Caidweil Set Caidweil Mar. This action is the immediate result of the dissolution proceedings brought shall, Mich.

# **Enjoy Your Meals**

By Simply Eating A Little Pleasant Tablet After Each of Them.

than the stockholder himself.

Importance of Railway Investments.

There are many more things I would like to touch upon, but do not wish to are filled with strong acids and refilled with strong acids and the strong acids are filled with strong acids and the strong acids are filled with strong acids and the strong acids are filled with strong acids and the strong acids are filled with strong acids and the strong acids are pre-

Go to any druggist and ask his opinion of Stuart's Dyspepsia Tablets. We will abide his answer if he be an